

~~SECRET SPOKE~~

CATEGORY = 1

M = 645

MESSAGE = 00385028

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FM USJ-794

TO OSCAR SIX/GOLF

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~~SECRET SPOKE~~ SECTION ONE OF FIVE

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ENP01-TZ25107 2/06 [ ] E/R247-67PRELIMINARY AIR ACTIVITY REPORT FOR 25 OCTOBER

1967.

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INFORMATION CONTAINED HEREIN REPRESENTS PRELIMINARY ANALYSIS OF SIGINT AVAILABLE TO USJ-794 FOR THE PERIOD 024100Z TO 251700Z OCT. SECTION ONE - SUMMARY OF AIR DEFENSE AND TACTICAL ACTIVITY. 1. BETWEEN 2306Z AND 0015Z, DRV AIR SURVEILLANCE AND TACTICAL VOICE FACILITIES REFLECTED THE TRANSFER FLIGHT OF ELEVEN MIG-17 AIRCRAFT FROM HANOI/GIA LAM AIRFIELD TO NANNING, CHINA. TWELVE AIRCRAFT STARTED THE FLIGHT, BUT ONE MIG-17 HAD TO RETURN TO HANOI/GIA LAM DUE TO A FUEL LEAKAGE. AND AGAIN, BETWEEN 0204Z AND 0233Z, THE SAME FACILITIES REFLECTED THE FLIGHT OF ONE, POSSIBLY TWO, MIG-17 AIRCRAFT FROM HANOI/GIA LAM TO NANNING, CHINA. THIS SECOND FLIGHT MAY REPRESENT THE MIG IN THE FIRST FLIGHT THAT HAD TO RETURN TO HANOI/GIA LAM DUE TO FUEL PROBLEMS. THE POSSIBLE SECOND MIG-17, MAY REPRESENT AN ESCORT AIRCRAFT. 2. ON FOUR DIFFERENT OCCASIONS, USAF AND USN AIRCRAFT CONDUCTED STRIKES AGAINST PHUC YEN AIRFIELD FOR THE SECOND SUCCESSIVE DAY. DURING THE STRIKES, AT LEAST TWENTY-ONE SAMs WERE SIGHTED WITH THREE STRIKE AIRCRAFT SUFFERING SOME DAMAGE FROM SAM FRAGMENTS, BUT ALL THREE RECOVERED SAFELY. A MINIMUM OF TWELVE DRV MIGs REACTED TO THE STRIKE FORCES WHICH RESULTED IN AT LEAST TWO ENGAGEMENTS, BUT WITH NO REPORTED DAMAGED OR DOWNED AIRCRAFT ON EITHER SIDE. ONE USN AIRCRAFT IS MISSING AND PRESUMED DOWN IN THE TARGET AREA FROM UNKNOWN CAUSES. SECTION TWO - FIGHTER ACTIVITY PART ALPHA: HIGHLIGHTS. 1. AT LEAST 12 DRV MIGs PERFORM TRANSFER FLIGHTS TO NANNING, CHINA. A. BETWEEN 24/2306Z AND 25/0015Z, DRV TACTICAL VOICE AND AIR SURVEILLANCE FACILITIES (ASF) REFLECTED THE TRANSFER FLIGHT OF THREE FLIGHTS OF FOUR, THREE AND FOUR MIG-17s FROM HANOI/GIA LAM TO NANNING, CHINA. TACTICAL VOICE FACILITIES REFLECTED THE ACTIVITY FROM 2306Z IN COMMUNICATIONS BETWEEN THE GROUND CONTROLLERS AND THE AIRCRAFT. THE FIRST FLIGHT DEPARTED HANOI/GIA LAM AIRFIELD AT APPROXIMATELY 2322Z, THE SECOND FLIGHT DEPARTED AT 2332Z AND THE THIRD FLIGHT DEPARTED AT 2341Z. AT 2321Z, ONE OF THE PILOTS REPORTED, "HEADING 090... PASSING OVER POINT 1 (HF:).". AT 2332Z, ONE OF THE AIRCRAFT IN THE SECOND GROUP REPORTED HE WAS LOSING FUEL. THE HANOI/GIA LAM AIRFIELD CONTROLLER THEN INSTRUCTED THE TOWER CONTROLLER TO "TELL HIM (THE MIG) TO TURN AROUND." AT THIS TIME, A PILOT ACCOMPANYING THE ONE WHICH WAS LOSING FUEL REQUESTED PERMISSION TO TURN AROUND AND COME BACK TO THE AIRFIELD, BUT THE PILOT WAS INSTRUCTED TO RETURN TO THE FLIGHT AND CONTINUE ON. AT 2340Z, THE HANOI/GIA LAM TOWER CONTROLLER TOLD THE RETURNING PILOT, "YOUR FUEL LOSS IS GREAT, PAY ATTENTION WHILE LANDING." THE REMAINING 11 AIRCRAFT CONTINUED TO NANNING, CHINA WITHOUT FURTHER INCIDENT, ENTERED THE LANDING PATTERN, AND ALL 11 AIRCRAFT HAD LANDED BY 0015Z. B. BETWEEN 0204Z AND 0233Z, DRV ASF REFLECTED TWO MIG-17s DEPLOYING TO NANNING, CHINA FROM HANOI/GIA LAM. THE MIGs WERE INITIALLY REFLECTED APPROXIMATELY 12 NM EAST OF

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pass. 0873

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HANOI AND CONTINUED NORTHEAST, CROSSING THE SINO/DRV BORDERS 500MS NE OF HANOI AT 0222Z. THE MIGS WERE LAST REFLECTED APPROXIMATELY 50MS WITHIN CHINA AT 0224Z. ALTITUDES NOTED RANGED FROM 3300 TO 19,700 FEET. POSSIBILITY EXISTS THAT THIS ACTIVITY REPRESENTS THE MIG-17 THAT HAD TO RETURN TO HANOI/GIA LAM EARLIER DUE TO FUEL PROBLEMS. (REF PAKA ALFA, ABOVE). 2. DRV MIGS REACT TO US STRIKE AIRCRAFT. A. BETWEEN 0024Z AND 0046Z, DRV TACTICAL VOICE AND AIR SURVEILLANCE (ASF) REFLECTED FOUR HANOI/GIA LAM-BASED MIG-17'S, BEING CONTROLLED BY THE PHUC YEN GCI CONTROLLER, CONDUCTING A DEFENSIVE PATROL IN REACTION TO THE USAF A.M. STRIKES AGAINST PHUC YEN AIRFIELD. ASF INITIALLY REFLECTED THE STRIKE AIRCRAFT AS EARLY AS 24/2350Z, APPROXIMATELY 165MS SOUTHWEST OF HANOI. THE STRIKE AIRCRAFT CROSSED THE DRV/LAOS AT APPROXIMATELY 0010Z AND HEADED NORTHEAST TOWARDS THE TARGET AREA. THE STRIKE AIRCRAFT WERE REFLECTED IN FOUR SEPARATE RAIDS, IDENTIFIED AS AT LEAST 48 "HOSTILE AIRCRAFT." THE MIGS WERE INITIALLY REFLECTED IN THE HANOI AREA AND WERE DIRECTED NE TO A HOLDING ORBIT APPROXIMATELY 400MS FROM HANOI. THE MIGS ORBITED UNTIL 0033Z, WHEN THEY THE PILOTS WERE INSTRUCTED TO FLY TO THE SM IN AN APPARENT ATTEMPT TO FALL IN BEHIND AND ATTACK THE HOSTILE AIRCRAFT WHICH WERE NOW BEGINNING TO EGRESS FROM THE TARGET. HOWEVER, NO ENGAGEMENTS OCCURRED AND THE MIGS CONTINUED TO ORBIT IN THE HANOI AREA. THE MIGS LANDED AT HANOI/GIA LAM AT 0046Z. THE STRIKE AIRCRAFT EGRESSED FROM THE TARGET AND EXPERIENCED NO HOSTILE ACTION BY THE MIGS. THE CLOSEST POINT OF APPROACH BETWEEN THE MIGS AND THE STRIKE AIRCRAFT WAS APPROXIMATELY 50MS AT 0045Z, AS THE MIGS WERE PREPARING TO LAND. OPERATIONAL DATA INDICATES THAT CROSSBOW FLIGHT (4 F-105'S), AT 0027Z WHILE ON INGRESS TO THE TARGET, CAME UNDER ATTACK BY 2 MIG-17'S. AFTER JETTISONING GORDANCE, CROSSBOW TURNED INTO THE MIGS. THE MIGS BROKE-OFF AND EGRESSED THE AREA. AT 0028Z, WARHAWK FLIGHT (4 F-105'S) FLYING AN IRONHAND MISSION, SIGHTED 2 MIG-17'S CLIMBING FROM 500 FEET AND 4000 FEET. WARHAWK FLIGHT BROKE RIGHT, ENGAGED AFTERBURNERS, AND OUT RAN THE MIGS. M VEGAS FLIGHT (4 F-105'S) STRIKE AIRCRAFT, SIGHTED TWO MIG-17'S AT THEIR TWO O'CLOCK POSITION AND TWO MORE AT THEIR FIVE O'CLOCK POSITION. ONE OF THE MIGS FIRED AN AAM WHICH MISSED. VEGAS FLIGHT TURNED INTO THE MIGS, BUT THE MIGS EGRESSED THE AREA. HATCHET FLIGHT (4 F-105'S) STRIKE AIRCRAFT, SIGHTED TWO MIG-21'S 3 TO 50MS AWAY WHILE ON INGRESS. HOWEVER, THE MIG-21'S WERE NOT OBSERVED ATTEMPTING TO ENGAGE ANY STRIKE AIRCRAFT.

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